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COMMUNISTS RETRAIN CNAC AND CATC PERSONNEL;  
RR REPORT 1949 ACHIEVEMENTS, 1950 PLANS

CNAC AND CATC PERSONNEL REFUSE TO GO TO KUANG-CHOU -- Hsin-sheng Wan-pao, 25 Jan 50

Hong Kong -- It is reported that 400 employees of the China National Aviation Corporation and the Central Air Transport Corporation in Hong Kong have resigned from their jobs rather than leave. An additional 300 men have refused to obey company orders to assemble in Kuang-chou for training. Since these men are already experienced pilots, they are suspicious about the Chinese Communist demand that they take further training instead of being assigned to immediate operations on civil air service.

It is known that most of the 700 airmen who have already returned to China are receiving military training in Kuang-chou, and a few of them are already in the military air forces upon persuasion of Communist officials. The resumption of domestic civil aviation is therefore very indefinite. Hence, the men still in Hong Kong are reluctant to leave there and are demanding their release and severance pay from their employers.

FEW CNAC AND CATC PERSONNEL QUALIFY FOR COMMUNIST AIR FORCE -- Hsin-sheng Wan-pao, 27 Jan 50

Of the 300 employees of the China National Aviation Corporation and Central Air Transport Corporation in Kuang-chou who requested service in the Communist Air Forces, only seven have been approved and accepted by the highest officers of the Chinese Communist Air Force. A reliable source in the aviation industry in Hong Kong has reported that the Communist officers are very particular in their selection of air force personnel from among the CNAC and CATC aviators and that all applicants must be under 24 years of age. This age limit was set on the basis that younger men will have a longer period of service in the air forces after completion of training.

- 1 -

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RR MAKE GOOD OPERATION RECORD IN 1949 -- Wen-hui Pao, 30 Jan 50

Pei-p'ing, 29 January -- A considerable amount of progress was made in 1949 in the operation of the people's railroads, especially in the transportation of freight. The railroads in the Northeast transported 70 percent more freight in December 1949 than in January 1949. In North China, more freight was handled every month than in each preceding month since July 1949. The T'ien-ching Railroad Bureau reported that 53 percent more freight was transported during December 1949 than in March 1949. The Chi-nan Railroad Bureau reported that in November 1949, on the average, 188 more cars were loaded each day than in May 1949.

The average train speed for passenger trains, including stops, has been increased in Northeast China to 23.7 kilometers per hour. The T'ien-ching Railroad Bureau claims that it had attained an average for freight trains of 19.9 kilometers per hour during December 1949. During the Nationalist regime, no locomotive on the southern section of the Pei-p'ing -- Han-k'ou line was able to pull more than 900 - 1,000 metric tons, but in July 1949, a large locomotive from the Cheng-chou section pulled 2,000 metric tons. During the Nationalist regime, in Northeast China every locomotive, on the average, required major repairs after 50,000 kilometers; but in 1949, under the Communist regime, there were 12 locomotives which ran more than 100,000 kilometers each before requiring major repairs.

KUANG-CHOU RR BUREAU PLANS 1950 MAINTENANCE -- Wen-hui Pao, 26 Jan 50

Kuang-chou, 25 January -- The Kuang-chou Railroad Bureau has announced that the principal projects in its 1950 reconstruction program are as follows:

1. Build permanent bridges at P'a-chiang, Ch'u-chiang, Hsin-yen-hsia, and T'ien-t'ou to replace the present temporary ones.
2. Enlarge the Kuang-chou and Shao-kuan stations.
3. Inspect and replace defective rails (aggregate length, 24 kilometers).
4. Lengthen 300-meter sidings to 500 meters.
5. Repair water tower and coal bin at Shao-kuan station.
6. Train railroad maintenance crews.
7. Replace approximately 1,200,000 worn-out railroad ties.
8. Augment the road ballast, and clean the drainage systems.

COMMUNIST DATA ON TAIWAN RR AND MOTOR ROADS -- Wen-hui Pao, 30 Jan 50

A Communist writer supplies the following data concerning the railroads and motor roads of Taiwan in July 1948.

Railroads encircle the island with the exception of two gaps, from Suo (Su-ao) to Karen Ko (Hua-lien-chiang) and from Rimpen (Lin-pien) to Taito (T'ai-tung), which are bridged by motor roads. The government-owned railroads are 1,574 kilometers long; privately-owned lines 3,000 kilometers long. The government-owned and privately-owned railroads together connect all the principal mines, sugar plantations, electric power plants, cement works, saw mills, wharves, etc.

- 2 -

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On these railroads there are 1,272 bridges, including one near Heito (P'ing-tung) that is 1,526 meters long, and one 1,213 meters long on the Jukan (Tsung-kuan) line. Also, there are 57 tunnels having a total length of 18 kilometers, which include one of 2,166 meters on the Giran (I-lan) line, and one of 1,269 meters on the Taito (T'ai-tung) line.

With reference to the government-owned lines, as of 31 August 1948, the eastern lines had 26 locomotives and 489 cars; the western lines had 227 locomotives and 4,987 cars. The eastern lines have a gauge of 0.762 meters; the western lines have a gauge of 1.067 meters. The number of passengers transported reached its maximum in 1944 when the daily average was 170,000. The daily average between January and July 1948 was 140,000. The volume of freight transported on all the lines reached its maximum in 1941, when the monthly average was over 700,000 tons. The monthly average between January and July 1948 was 280,000 tons. The cargos consist mainly of coal, rice, fertilizer, sugar, cement, salt, and crushed rock.

On 30 June 1948, there were in the aggregate 16,517 railroad employees, of which about 92 percent, or 15,216 were Taiwanese.

The motor roads of Taiwan are an important adjunct of the railroads. The main trunk motor roads around the island total over 1,000 kilometers; there are 2,600 hsien roads, and 13,700 local roads. In the aggregate, there is an average of 48 kilometers of roads per 100 square kilometers, which is much higher than on the mainland of China. For some time, motor transportation was run by the railroads, but now it is managed partly by the government Highway Bureau and partly by commercial companies, of which there are more than 70. In the summer of 1948, the Highway Bureau had only 330 motor trucks; the private companies had 1,780 vehicles. The volume of freight carried on the motor roads in 1948 is about 33 percent of the railroad tonnage under the Japanese.

NATIONALISTS TIGHTEN BLOCKADE OUTSIDE HONG KONG -- Hsin-sheng Wan-pao, 29 Jan 50

The center of the Nationalist blockade along the coast of China has shifted to the vicinity of Hong Kong. An investigation revealed that the strength of the naval unit patrolling the area around Manshan Islands had been increased by 20 percent. To prevent the occurrence of unfortunate incidents, the Hong Kong government has also assigned gunboats to patrol the surrounding waters.

TELEPHONE SERVICE BETWEEN HSIN-CH'ANG AND YANG-CHIANG -- Hua-ch'iao Jih-pao, 13 Feb 50

Kuang-chou, 1 February -- The Kuang-chou telecommunication workers celebrated today the completion of repairs on telephone lines between Hsin-ch'ang and Yang-chiang in Kwangtung Province. It took about 30 days to repair this 120-kilometer communication line with the cooperation of local labor.

LAND ROUTE FOR HONG KONG--SHANG-HAI MAIL -- Hsin-sheng Wan-pao, 22 Jan 50

Hong Kong -- Beginning 23 January 1950, the Hong Kong Post Office will close the mail for Shang-hai at 1600 hours daily, except Sundays and public holidays, for transmission at sender's risk by land via Kuang-chou. It still does not accept registered mail for transmission to Shang-hai.

- E N D -

- 3 -

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